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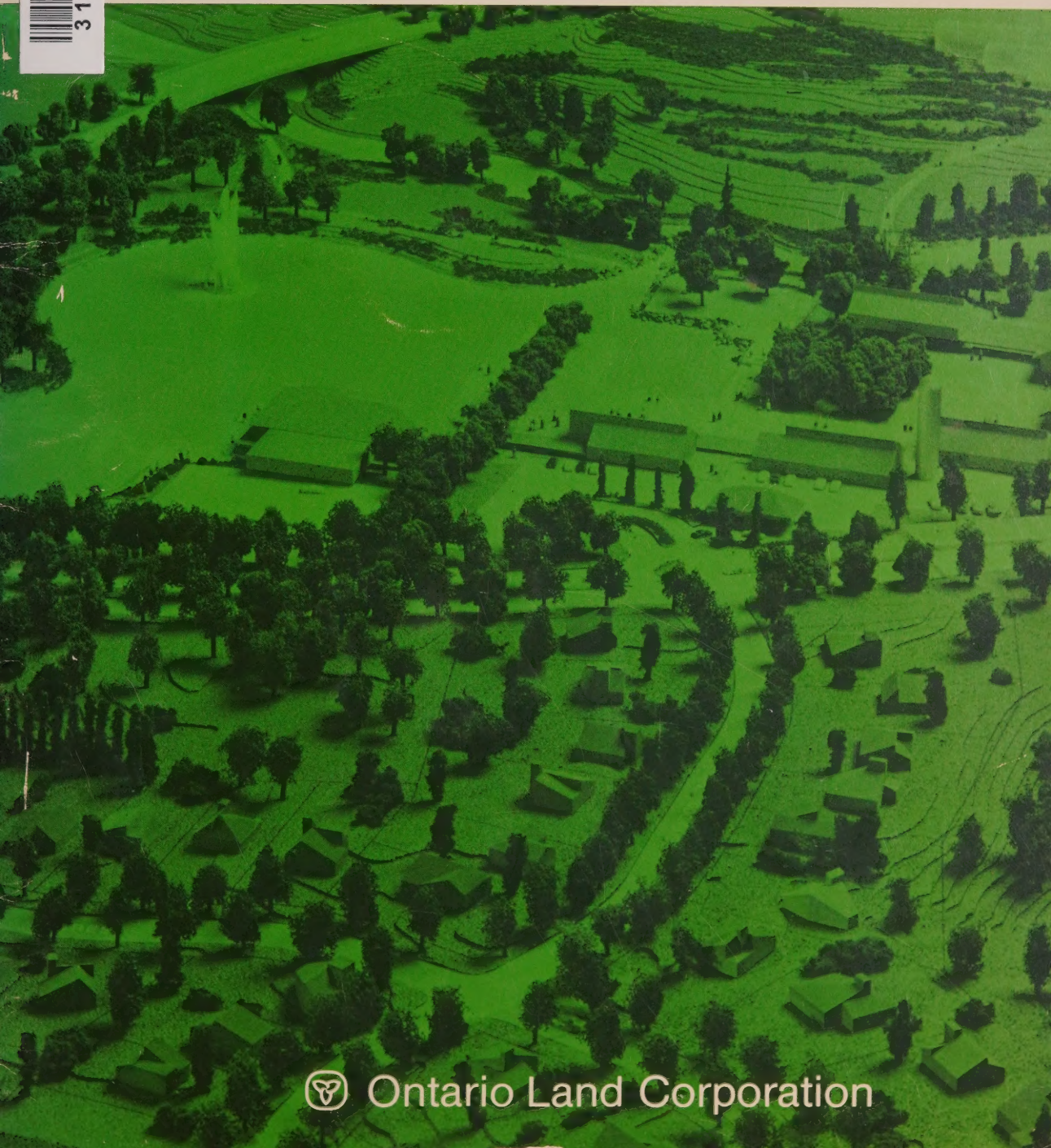


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Government
Publications

Townsend Community

First Stage Development



Ontario Land Corporation

Townsend Community

First Stage Development



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Introduction

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Introduction

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1.1 Purpose and Scope

Townsend, a new community in the Region of Haldimand-Norfolk, is being developed in response to the new population that will be attracted to the Region by the industrial development in the City of Nanticoke.

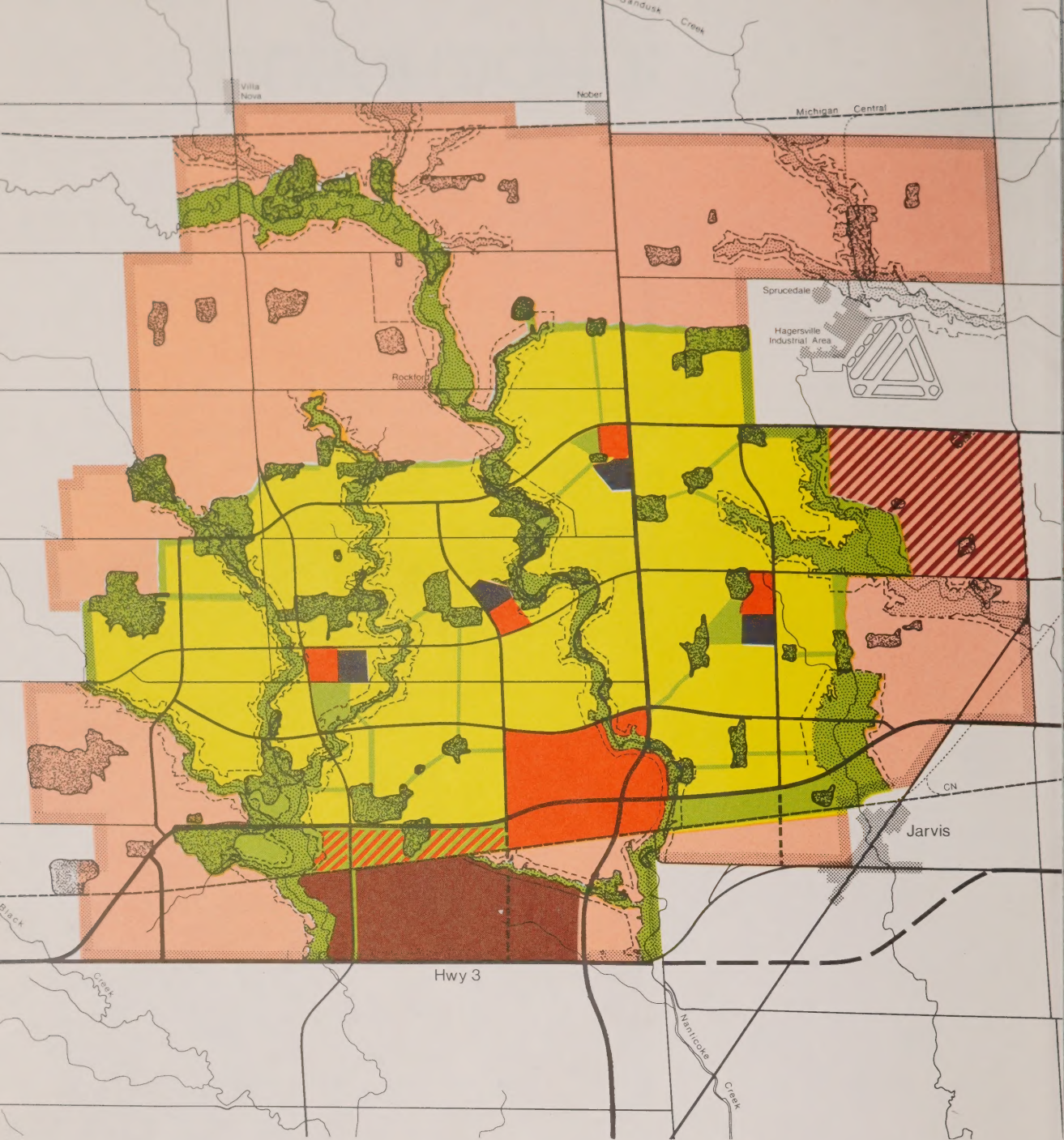
The preparation of a concept plan for the new community and some detailed proposals for the first housing area were completed in 1977.

This report details final plans for the first stage of development and constitutes the next step towards implementation of the concept plan. Included in the plans are housing for some 5,000 persons, a neighbourhood centre with shops, offices and community facilities, the first stages of the town centre in the form of a civic complex, and an industrial area on the southern edge of the town site. The plans are being prepared on behalf of the Ontario Land Corporation.












The goals of the first stage development are:

- To provide housing priced to meet the needs of the incoming population.
- To ensure that Townsend is a desirable place to live.
- To provide the nucleus of residential, commercial, institutional and industrial developments that will enable Townsend to become a major urban place in Haldimand-Norfolk.






Strategic Plan 100 000 Population

- | | |
|--------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------|
|  Housing Areas |  Regional Arterials |
|  Mixed-Use Activity Centres |  Town Arterials |
|  Major Educational Uses |  Existing Roads |
|  Employment Areas |  Railways |
|  Open Space | |
|  Agricultural Uses | |
|  Existing Development | |

25 HECTARES

25 ACRES



1KM

1MI

Date Jan. 79
Scale 1:50 000


ownsend

TOWNSEND COMMUNITY

 **Ontario Land Corporation**

The report includes a land use plan which specifies overall distribution of urban development, the transportation network and the servicing system. A subdivision plan shows residential lots, blocks for the neighbourhood centre and the town centre, and open space parcels. The proposals for the neighbourhood centre are further detailed by a layout plan and design guidelines. For the initial town centre development, a layout plan for the civic complex is presented, as well as a building design for the City of Nanticoke city hall and the regional administrative centre.

1.2 Context

a) Regional Setting

The existing population of Haldimand-Norfolk is approximately 88,000. Based on the major industrial activity in the Nanticoke industrial area and the anticipated spin-off developments, it is expected that between 1979 and 1984, the population of the Region will increase in the range of about 11,500 to 20,000 persons, depending on the high or low projection. (See Appendix 1.) This increase would result in a housing demand of somewhere between 3,710 and 6,450 units overall.¹

The total number of units planned in the first stage development in Townsend is approximately 1,600; out of that, 315 have been included in the first phase of construction. (See Appendix 3.)

b) Relationship of Townsend to Regional Official Plan

The 1978 (Draft) Official Plan for the Haldimand-Norfolk Planning Area establishes certain policies affecting the development of Townsend. The Regional Plan recognizes that Townsend will be a major urban centre with a population of 40,000. It will provide housing, commercial and community activity in accordance with its role as a major centre, and it will reduce growth pressures on other existing communities.

With the industrial development at Nanticoke presently underway, it is necessary to proceed with the plans and initial development to accommodate the anticipated labour force. (See Appendix 2 for population projections for Townsend.) Townsend will provide for the balanced growth intended by the policies of the Regional Official Plan.

The Official Plan recognizes that the development of Townsend will take place in stages, and requires the plans for the area to be incorporated into the City of Nanticoke District Plan. Specific Regional policies regarding housing, open space, commercial and institutional uses and industrial development are reflected in the Townsend first stage development plan.

c) Relationship of the First Stage Plan to Townsend Community Plan

The first stage plan follows the overall concept plan for the new community. Four changes to the previous plan have been made. These are in regard to the location of the regional administrative centre, the community college, the alignment of Townsend Parkway (formerly Townline Road) and an open space designation.

Both the regional administrative centre and the community college were previously located peripheral to the town centre. They are now placed on the town centre site. The regional administrative centre still adjoins the Nanticoke valley but is now west of Townsend Parkway and is part of a civic complex together with the city hall for the City of Nanticoke.

A site for a community college was designated in the strategic plan for Townsend east of Townsend Parkway at the intersection with Nanticoke Creek Parkway. The site will now be used for housing development because of its location close to schools and the neighbourhood centre, and because the site will have services available in the first development phase.

On the basis of continuing discussion with representatives of post secondary education, alternative sites are being evaluated. Townsend as the future centre for Region-wide services is very suitable for post secondary education institutions and a site will be available in the town centre which is designated for commercial and institutional uses.

¹ Based on 3.1 persons per unit.

Since the preparation of the strategic plan in 1977, there have been further road alignment studies for Townsend Parkway as well as land negotiations, resulting in some minor changes in routing of Townsend Parkway. The new alignment of Townsend Parkway is shown on the revised first stage plan.

The land bounded by Highway 3, Townsend Parkway and Nanticoke Creek was previously shown as open space in the strategic plan. This designation has been changed to agricultural uses to reflect the continuation of the present use in the future.

Land Use Plan

2



Land Use Plan

2

2.1 First Stage Development Concept

The first stage of development consists of three residential areas, an open space system, a civic complex and neighbourhood centre supported by the necessary piped services, road network and a pedestrian system linking the residential areas to the office, retail, education and recreation facilities. An industrial area is located on the southern edge of the town site, with access from Townsend Parkway.

The development concept focuses on the initial town centre development, which is located on one side of the Nanticoke Creek, at the crossroads of Townsend Parkway and Town Centre Drive, and the neighbourhood centre for convenience shopping and community activity, which is located directly opposite on the other side of the Creek. The neighbourhood centre is linked to the civic complex by a pedestrian bridge. In addition to providing a focal point for the community, the civic and neighbourhood centres will also contribute to the unique identity of the town.

The neighbourhood centre is surrounded on two sides by residential development. The residential areas, clustered around the civic and neighbourhood centres, provide a variety of housing types and locations related to the schools and the park system. Flexibility has been provided for future residential growth to occur to the east or west of Nanticoke Creek, close to the town centre.

A linked park and open space system runs centrally through the community utilizing the natural topography, woodlots and tree lines. A pedestrian path is provided throughout the system.

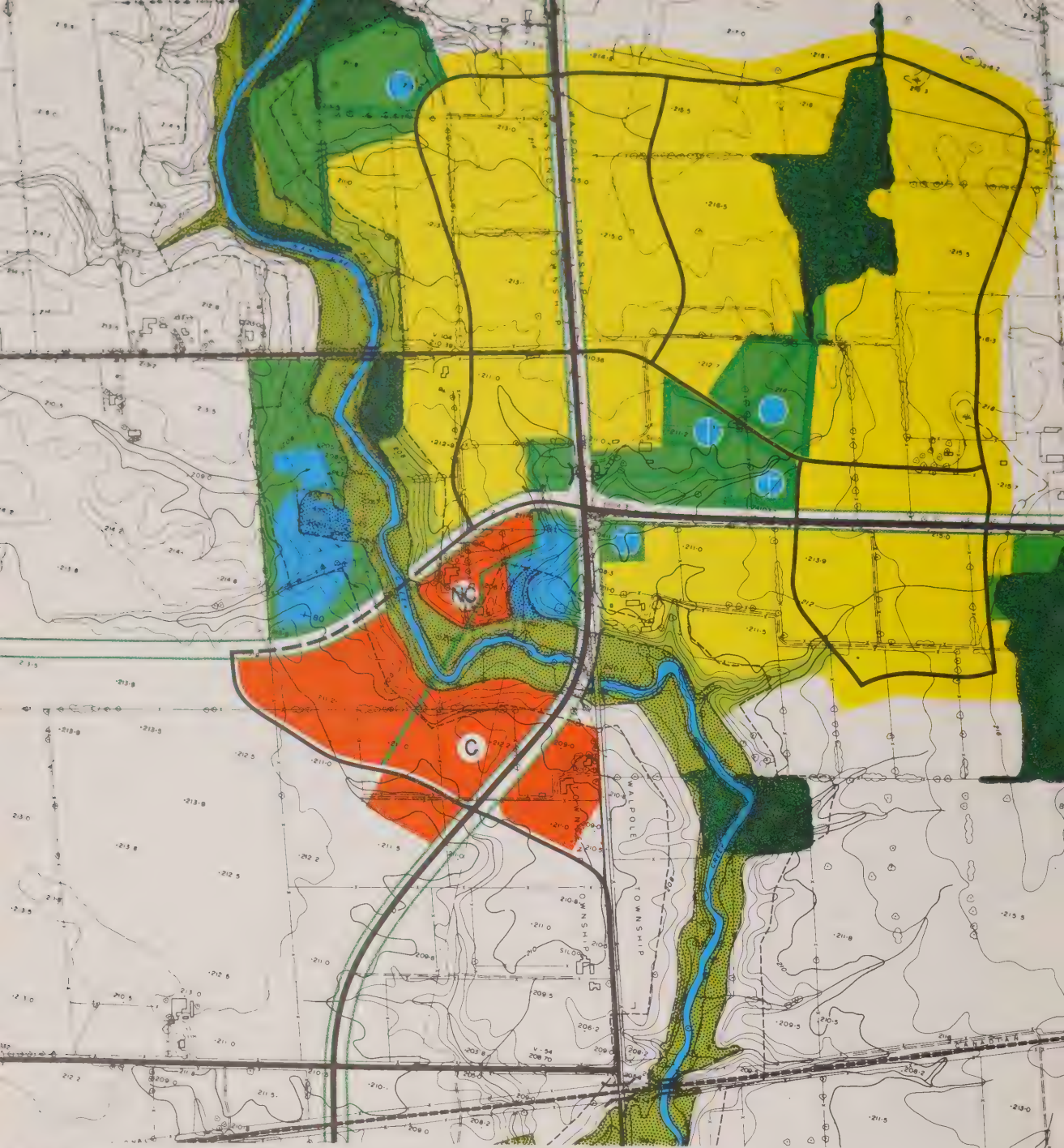
The development is based on the principles of compact, contiguous development. Compact development is emphasized for a number of reasons:

- a) By concentrating urban development, servicing costs for water and sewage can be kept to a minimum, an economy which can assist in lowering the cost of housing.
- b) Concentration of early growth can create a sense of community and urban identity necessary to the viability of the new development.
- c) Compact and orderly development can minimize the use of agricultural land for urban needs and can ensure that land needed for future urban development can remain in productive use for as long as possible.

2.2 First Stage Development Area

The site for the first stage development area is gently rolling, bounded on the west by the slopes of the Nanticoke valley and on the east by a woodlot and hedgerows. Direct access to the site is provided from Highway 3 by Townsend Parkway, and from Highway 6 by Nanticoke Creek Parkway.

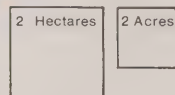
The total area for the first stage of development is 169 ha (418 a) plus 200 ha (494 a) of industrial land.



First Stage Development Plan 5000 Population

- Housing Areas
- Commercial & Institutional Uses
- Natural Open Space
- Local Parks
- Woodlots & Hedgerows
- Arterials
- Collectors
- Railway
- Bridges & Underpasses

- Public Elementary School
- Separate Elementary School
- Church
- C Civic Complex
- NC Neighbourhood Centre
- Ponds
- Pedestrian Path



Date Jan. 1979
Scale 1:10 000



TOWNSEND COMMUNITY
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The residential areas have been planned to achieve the following:

- a) A suitable neighbourhood environment for family housing development.
- b) A diversity of residential dwelling types to satisfy the social and economic requirements of the anticipated population.
- c) Choice in the design, mix and location of housing developments.

i. Residential Environment

Components of the residential environment include accessible open space, elementary schools within walking distance, adequate sites for churches and community facilities, shopping within convenient distance and an internal street system that discourages through traffic. The subdivision plan demonstrates how these requirements are achieved.

Institutional uses such as elementary schools and churches are included in the residential areas. Sites designated for these uses which are later not required for institutional purposes may revert to residential use.

ii. Housing Mix

The social and economic characteristics of the anticipated population indicate a preference for ground floor related housing, the need for variety in housing types and economy in house prices.¹

The range of housing types provided for the initial 5,000 population will accommodate the anticipated household sizes and home buying preferences. The housing stock includes single family detached houses, semi-detached and street townhouses. The housing mix is as follows:

Housing Mix		
Type	Number	%
Single Detached	838	52
Semi Detached	524	33
On Street Townhouses	238	15
Total	1,600	100

A range of lot sizes is being provided to accommodate a wide choice of housing in terms of type, size and price. Single detached homes will be available on small, 12.0 m (40 ft); medium, 15.5 m (51 ft) and large, 18 m + (59 ft +) lots. Semi-detached will be provided on 9 m (30 ft) lots and on-street townhouses on 7 m average (23 ft) lots.

iii. Housing Distribution

In order to provide choice in the design, price range and location of housing, variety is provided in the housing mix and environmental amenities in the different residential areas. The housing in the northeastern quadrant (Forest Park) offers the widest mix of housing types and lot sizes; it contains the largest proportion of townhouses and the lowest of large lot singles. The southern quadrant (Willow Glen) contains a varied mix with a high proportion of medium lot singles. The western portion (Inglewood) is predominantly singles, with some large lots.

¹ Townsend Community Plan, p. 70.

The approximate distribution of the housing types in the three areas is as follows:

	<i>Single Detached</i>	<i>Semi Detached</i>	<i>On Street Townhouses</i>	<i>Total</i>
Forest Park	389	376	220	985
Inglewood	280	42	none	322
Willow Glen	169	106	18	293
Total	838	524	238	1,600

The variety in the mix in different locations will provide a choice in housing geared to different incomes and lifestyles.

iv. Housing Market

The plan provides a range of housing for a balanced community. The basic considerations underlying the design of the residential subdivision for the first neighbourhood respond to the expected housing demand as well as regional housing policies.

Diversity in lot sizes and housing types will make it possible to provide houses at different price levels able to respond to housing demand. Housing will be priced relative to the income level. It is expected that housing can be marketed at the lower end of the price range below the prevailing prices for similar types and quality. The lower priced units will be attractive to first-time home buyers and single income families. Higher income families and second-time home buyers may seek more costly homes on larger lots.

2.4 Open Space System

The open space system is designed to:

- a) Provide recreational opportunities, open space and park facilities within convenient access of new residents.
- b) Utilize major natural features and integrate them within the open space system.

The development area includes two types of open space: parkland (acquired by dedication) to be used for active recreation and passive open space, and valley lands (the floodplain of the Nanticoke valley) to be made available to the public.

The open space network within Forest Park includes local parkland and school sites which form a diagonal link from the woodlot in the northeast to the neighbourhood centre, storm water retention pond and the Nanticoke valley in the southwest. The woodlots and the Nanticoke valley create natural buffers between the urban development of the site and the surrounding rural areas. A pedestrian pathway extends throughout the parks system with underpasses provided where the pathway crosses arterial roads.

Adjoining the Nanticoke valley to the west of the housing area is an existing quarry site currently being mined. However, agreements have been entered into to ensure rehabilitation of the site for future recreational use. The quarry area will form an important feature of the open space system.

The open space system will provide for a variety of recreational uses for all age groups. It is intended that the local parks will be suitably equipped with facilities for active sports as well as for general community use; the natural features such as woodlots will be utilized for passive open space needs, e.g. hiking, nature trails, nature studies for schools.

Neighbourhood parks of 2 to 3 ha (5 to 7½ a) will be provided within the residential area for a population of about 5,000 persons. These parks will include sufficient space for a range of recreational facilities such as:

- tennis courts
- playgrounds, tot lots, ice surfaces for skating
- gardens, sitting and picnic areas.

Parks are located next to school sites to allow for the dual use of open space.

Natural features such as woodlots will be managed to provide an open space amenity. Existing drainage courses and storm water retention ponds will be utilized as part of the open space system.

2.5 Commercial and Public Administration Uses

Commercial and public administration uses are located in the town centre and neighbourhood centre. This category of uses includes retail, trade, office, business service and public administration activities.

The commercial and public administration areas are planned to:

- a) Provide a sufficient level and variety of commercial and community activities to serve the needs of early residents.
- b) Provide a central focus for neighbourhood activity.
- c) Attract Region-wide community, business services and public administration offices to Townsend.

2.51 Town Centre

The town centre is located near the southern entrance to the community, opposite the neighbourhood centre and next to the Nanticoke Creek. It is



well served by the regional and local arterial road system; initially, access to the site will be provided from Townsend Parkway and Town Centre Drive.

In combination with the neighbourhood centre, the town centre will become a main commercial and social nucleus for both the new community and the Region. It should therefore provide the setting for the greatest diversity of goods and services in the area. The concentration of activity will provide a focus to the development and an early and strong sense of community identity.

The centre will eventually contain those functions traditionally associated with a major business district: shopping, entertainment, social, cultural and municipal facilities. With the build-up of service employment, it should also provide a major place of work in the Region.

The centre will ultimately contain a wide mix of uses such as:



- Regional shopping facilities such as a department store, supermarket and associated specialty shops, restaurants and service establishments.
- Institutional space for post elementary schools.
- Housing in combination with shops and offices.
- Office space including a new civic complex, post office, social and health services and small businesses.
- Commercial and community facilities, including a hotel, cinema, art gallery, hospital, library, police station and fire hall.
- Leisure uses, including a civic square, indoor all-year sports centre, stadium and sports fields.
- Central bus depot for local and regional services.

Appropriate parking space will be provided off Town Centre Drive in parking lots behind the buildings. (See section on Transportation System.) Later, Town Centre Drive will become part of the town centre distribution system providing access to other areas of retail development.

The major component of the initial phase of the town centre development is a proposed civic complex which includes a city hall for the City of Nanticoke, administration offices for the Regional Municipality of Haldimand-Norfolk and shared council chambers for the City and the Region. The civic complex is located on the west side of Townsend Parkway at the intersection with Town Centre Drive. The civic centre covers 4.5 ha (11.1 a) out of 14.4 ha (36 a) for the initial town centre development. (The total area for the town centre is 100 ha (247 a) at ultimate development.) In addition to the site for the civic complex, there is space available for other town centre uses on the blocks laid out for the early development of the centre. Space is allocated for a community college or other special educational facility, health clinic, fire hall and library. From the start the town centre is planned as a mixed use centre designed to serve the

"central area" needs of the community and the Region.

2.52 Neighbourhood Centre

The neighbourhood centre is located across from the residential areas, opposite the civic centre, at the intersection of the two initial access roads and overlooking the Nanticoke valley.

In locating the centre, consideration has been given to general accessibility and relationship to surrounding development patterns. It is well served by the arterial collector road system, with ready access to the Region as well as to the surrounding neighbourhood. Parking and loading space will be provided on site with access from the Nanticoke Creek Parkway. Parking will be located adjacent to the arterial where the land is most level, with landscaping providing a visual buffer from the approach roads.

The neighbourhood centre will be linked to the town centre by a pedestrian bridge. Both centres are within walking distance of the housing areas. The neighbourhood centre will be separated from the residential areas by means of the road system which will prevent visual and traffic intrusion into the local neighbourhood. The pedestrian underpass provides for a safe crossing of the Nanticoke Creek Parkway. The Nanticoke valley and the storm water retention pond, which abut the site, will provide visual and recreational amenities to complement the site.

The range of retail, office and community uses permitted in the neighbourhood centre could include the following:

- A convenience outlet such as "super" jug milk store for groceries and miscellaneous other goods.
- Shops for a butcher, dry cleaner, barbershop/hairdresser, restaurant, an LCBO/Brewers Retail outlet and bank.
- Self service gas station.
- Professional offices for a doctor, dentist, lawyer, real estate agent, etc.
- Community meeting rooms.
- A site office for the development agency.

2.6 Institutional Uses

The institutional areas are located to provide adequate space for the institutional, educational, religious, social and cultural facilities for the various interests and age groups of the new community.

Institutional uses include educational facilities (including post secondary), daycare, religious institutions, libraries, fire halls and police stations.

The neighbourhood plan provides for two elementary schools: one public and one separate. Both school sites are within close distance of the residential areas and are adjacent to local parkland. A third elementary school site has been reserved on the northwest edge of the surrounding residential area.

Site space is available for a post secondary educational facility in the town centre.

Site space has also been allocated for two churches: one at the crossroads of Nanticoke Creek Parkway and Townsend Parkway, and the other at the edge of the school park complex adjoining the separate school site.

Churches and schools are located within walking distance of the housing areas. The location of other institutional uses such as a fire hall or police station should take into account the compatibility with surrounding uses. They may be located in commercial or industrial areas. Site space for a fire hall will be available in the town centre.

2.7 Industrial Area

The industrial area was designated to provide a sufficient amount of industrial land to support community and regional needs. The site was selected with regard for the locational needs of industry as well as the compatibility of surrounding uses. The site is located on land which is generally marginal for agricultural use.

The land designated for industrial use on the plan comprises about 200 ha (494 a). It is located southwest of the first stage development area below the CNR line, with access from Townsend Parkway. A rail spur could be brought to the site.

The site will be used for light or general industrial or mixed commercial/industrial uses. Outside storage will be limited in accordance with the zoning by-law. No noxious uses will be permitted.

Transportation System

3



Transportation System

3

3.1 Regional Context

Two major highways provide arterial roadway service in the immediate vicinity of Townsend. Highway 3, a two-lane highway travelling in an east-west direction along the southern boundary of the site, serves cross-province traffic in southwestern Ontario as well as providing access between the numerous small towns on the north shore of Lake Erie. Highway 6, to the east, is a major north-south route in the Region. This two-lane highway links the Nanticoke industrial area with the Hamilton and Toronto metropolitan areas. Both Highways 3 and 6 will provide immediate access from the town site to regional activity centres and provide connections to the full provincial highway system.

3.2 Arterial Roads

Two major arterial facilities are required for the first development stage of 5,000 population. Both facilities initially will be constructed as two-lane roadways.

Townsend Parkway, a major north-south regional arterial facility, will provide a direct vehicle connection to Highway 3 and the Nanticoke industrial area to the south and, on its existing alignment, to the major regional road system to the north. A second major arterial, Nanticoke Creek Parkway, will connect with Highway 6 and Regional Road 55 to the east.

From the intersection of Nanticoke Creek Parkway southerly to Highway 3, Townsend Parkway will be constructed initially as a two-lane facility within a right-of-way of 45 m (150 ft). The route will divert from the existing Townline Road alignment north of the Nanticoke Creek and will proceed southerly to Highway 3, approximately 500 m (1,650 ft) west of the existing alignment. The crossing of the Nanticoke Creek will be constructed as a four-lane structure to satisfy expected future traffic volumes on this roadway. With extensive landscaping and treatment, Townsend Parkway will act as the major visual gateway to the initial development area. North of the intersection with Nanticoke Creek Parkway, Townsend Parkway will remain on the existing Townline Road alignment with a 35 m (115 ft) right-of-way.

The east-west arterial road is Nanticoke Creek Parkway. West of the intersection with Townsend Parkway, the road will initially be a two-lane facility in a 45 m (150 ft) right-of-way to the Nanticoke Creek. East of the intersection, it will be a two-lane, undivided arterial connecting to Highway 6 and Regional Road 55. Roughly following its existing alignment, the Nanticoke Creek Parkway will have a 35 m (115 ft) right-of-way to provide for possible future road widening.

3.3 Collector and Neighbourhood Road Network

Several collector streets are required in the initial development area.

A major two-lane collector road, Town Centre Drive, within a 30 m (100 ft) right-of-way, will intersect with Townsend Parkway south of Nanticoke Creek.

Town Centre Drive will provide required access to the civic complex centre as well as connecting to existing Townline Road south of the Creek. A wide right-of-way has been established for this facility because of its anticipated future function as the main town centre roadway providing service to both private vehicles and public transit as well as immediate access to adjacent commercial and parking facilities. The road continues east of Townsend Parkway to connect Jarvis and Townsend via old Townline Road.



Roads

— Arterials-First Stage Construction

— Collectors

Several residential collector roads have been established in the first subdivision to the north and east of the neighbourhood centre. As two-lane, 10 m (33 ft) roadways within 20 m (66 ft) rights-of-way, these collectors function as local distributor roads for the housing areas. They would facilitate local and car and bus traffic in each neighbourhood while, at the same time, having been developed primarily as a loop system to discourage through traffic movements, would provide a 'safe' internal road system. Each collector street acts as a finder road passing through the housing area and connecting both with the major arterial roads and the local residential streets. The additional pavement width has been provided to allow for future bus operations and limited, on-street parking. Intersections between the east-west arterial and collector roads have been spaced approximately 350 to 400 m (1,150 to 1,300 ft) apart to provide adequate access to housing areas while also reducing interference and friction on the arterial facilities. On Townsend Parkway, the collectors intersect at adequate distances. Sufficient spacing has been provided when traffic signals are required in the future (that is, about 300 to 400 m (1,000 to 1,300 ft) spacing).

From each collector road a number of local residential cul-de-sacs, loops and P-loops provide vehicle access and connection to the residential units. Within a 17 m (55 ft) right-of-way, pavement widths will allow for two-way traffic operation, emergency access and parking on one side of the street.

3.4 Parking and Site Access

a) Neighbourhood Centre

The neighbourhood centre, located in the southwest quadrant of the intersection of the two arterials, will be serviced by Nanticoke Creek Parkway immediately opposite the opposing collector road about 230 m (750 ft) west of the major intersection. A two-lane driveway is provided to a vehicle parking area of at least 120 spaces for this 2,000 m² (20,000 sq ft) neighbourhood centre (at a parking ratio of 6 spaces/100 m² [328 sq ft] gross).

b) Civic Centre Complex

Access to the complex is via Town Centre Drive, with entrances to on-site parking facilities located at least 120 m (400 ft) from this intersection. Parking for approximately 150 vehicles will be provided.

c) Southerly Industrial Area

Industrial collector road access can be provided to this area directly from Townsend Parkway to the north of Highway 3.

d) Residential Areas

Sufficient parking will be provided for each housing unit. Any additional requirements will be accommodated by permitting parking on one side of the residential streets.

Roadway Characteristics* (First Stage Development Area)					
Roadway	Regional Arterial	Town Arterial	Major Collector (Town Centre)	Residential	
				Collector	Local
Right-of-way	45 m	36 m	30 m	20 m	17 m
Number of lanes	2	2	2	2	2
Posted speed (typical)	50-80 km/h	50-65 km/h	45-60 km/h	25-50 km/h	20-30 km/h
Parking	none	none	1 side (limited)	1 side (limited)	1 side
Side-walks**	as warranted	as warranted	as warranted	as warranted	as warranted

* The road system is designed in conjunction with the Townsend Community Plan so that arterials and public transportation can accommodate the ultimate population.

** Rights-of-way along roadways permit sidewalks if warranted. Provision of sidewalks may vary in different areas - e.g. no sidewalks on cul-de-sacs, crescents; sidewalks along some portions of Townsend or Nanticoke Creek Parkways; wider sidewalks near schools.



Utilities

4



Utilities

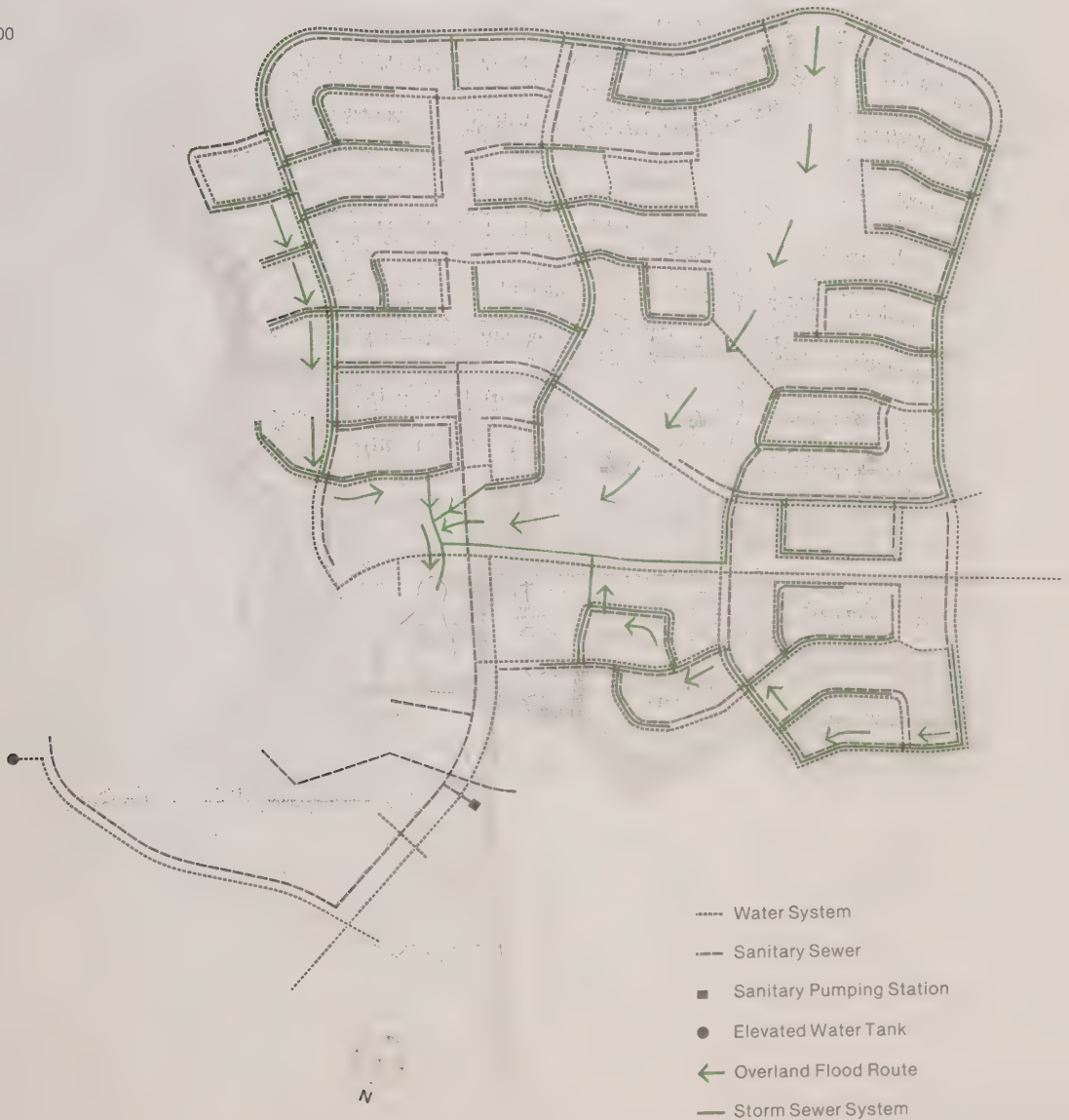
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4.1 Water Supply

Services

As part of the Regional water system, a feeder main from the Regional Water Treatment Plant at Lake Erie will supply the Townsend area with water. Water will be pumped directly to an elevated tank situated on the west side of the Nanticoke Creek. A trunk main will be routed from the feeder main eastwards along Nanticoke Creek Parkway to serve Jarvis and

Scale
1:10,000



Hagersville. The Regional supply mains will also form the basis of a local distribution system within the first neighbourhood.

4.2 Sanitary Drainage

Sanitary sewage will be collected at a pumping station adjacent to Townsend Parkway near Nanticoke Creek. A permanent pumping station at this location must be capable of economically serving an area to the south of the town centre.

For the first 5,000 population, the sewage will be pumped to temporary waste stabilization ponds.

The local sewers within the subdivision will generally be installed with 2.7 m (9 ft) cover so as to permit the construction of homes with standard basement depths.

4.3 Storm Drainage

a) Major System

The major system or overland flood route is designed to direct runoff which exceeds the underground storm sewer capacity along road allowances to the park areas.

The parks themselves will be designed to impede the flow of water. Berms and orifice pipes will limit flow, thereby causing some temporary ponding in the heavier storms. The ponding will generally be of short duration, say two to three hours, but this will be sufficient to reduce the peak discharge to the Creek. Under normal conditions, however, the park areas will be drained to the storm sewer (minor) system. Only when the storm sewer capacity is exceeded will runoff from the parks and from the temporary storage ponds within the parks be directed via a channel in pedestrian underpasses into the retention pond from which it will eventually be discharged into the Creek.

b) Minor System

The minor system comprises the storm sewers, catch basins and manholes which are designed to drain the streets and walks during normal storms. This underground system will discharge to the retention pond adjacent to the neighbourhood centre. The pond will serve a threefold purpose:

- The instantaneous peak discharge is greatly reduced.
- Surface pollution from developed areas will be reduced.
- The neighbourhood centre will be aesthetically enhanced.

Although water will be maintained in the pond at all times, the level will fluctuate, rising to a predetermined maximum during a storm. Weeper tile drainage will not be permitted to connect directly to the storm sewer system so as to avoid the problems of basement floor heave and flooding caused by surcharge of the sewer system.

4.4 Future Growth

Expansion beyond Stage One is possible in any direction given the flexibility of the overall concept plan for Townsend. However, greater potential is available to the north, west and south, rather than to the east. Final decisions on expansion will be based on rate of growth and costs for trunk servicing elements.

Subdivision Plan

5



Subdivision Plan

5

The subdivision plan for the first stage of development comprises three residential areas, one in each of the quadrants surrounding the neighbourhood centre which overlooks the Nanticoke valley. Each is capable of being expanded into a full neighbourhood when demand warrants. Taken together, the three residential sections will accommodate about 5,000 persons in a mixture of single detached, semi-detached and on-street townhouse dwellings.

The northeastern quadrant, Forest Park, is oriented to a school/park complex running diagonally through it with a large natural woodlot in the northeast, and schools, playgrounds and a church located in the midst of the residential area. Willow Glen, the southern quadrant, is bounded by a natural woodlot on its eastern edge. On the west, it follows the contours of the Nanticoke valley and is penetrated by smaller ravine systems which offer attractive aspects for the housing facing the Creek. The western portion, Inglewood, provides a long frontage along the Nanticoke valley, with views from the access roads into the valley and sites for a number of houses to have their backyards facing the Creek. The southern end of the development is directly opposite the neighbourhood centre and has direct access to it via the pedestrian underpass.

The housing areas are linked by neighbourhood collector roads which serve as the framework for the internal street system. All local loop streets and cul-de-sacs emanate from the collectors. The residential areas are also connected to the neighbourhood centre by pedestrian walkways following sections of the Nanticoke valley and the system of wooded open spaces, parks and school sites which run diagonally through the community.

Residential lots have been designed to face or to flank the arterial roads, so that quiet outdoor spaces may be provided to the rear of the dwellings which are protected from the noise source. The townhouses are generally located closest to the park system.

The collector streets and the walkway system have been arranged so as to accommodate the overland flow from intense rainfalls, and advantage will be taken of the contours in certain park areas to create temporary water retention areas in order to reduce the rate of surface runoff.

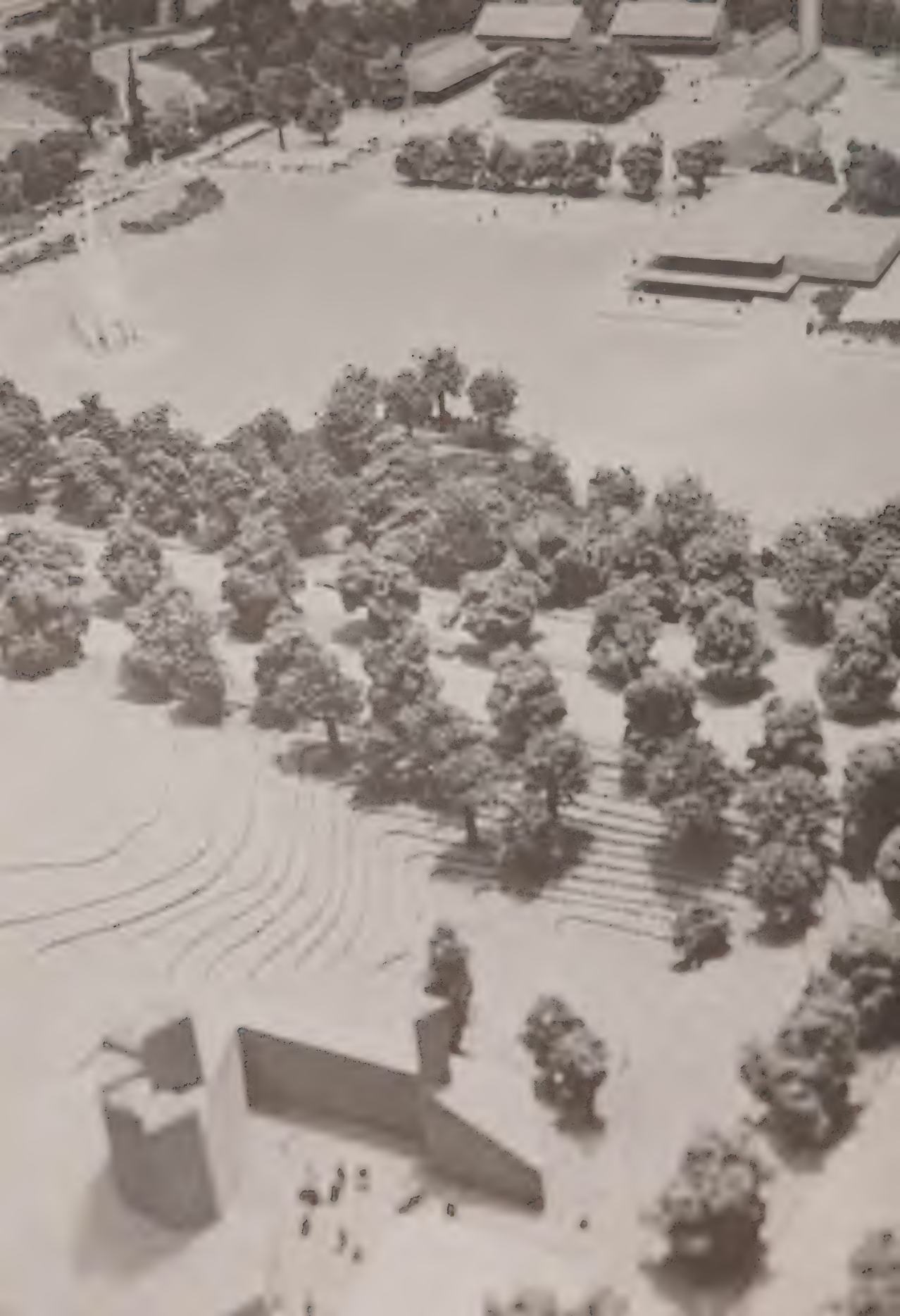
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Subdivision Plan

Design Proposals

6



Design Proposals

6

6.1 Civic Centre Complex

In combination with the neighbourhood centre, the civic complex will form the main commercial and social nucleus for both the new community and the Region. The civic centre is located on the southwest side of Nanticoke Creek, at the crossroads of Townsend Parkway and Town Centre Drive, directly opposite the neighbourhood centre which is on the other side of the Creek. The two centres are linked by a pedestrian bridge. Access to the complex is provided by Town Centre Drive.

The civic centre complex will house the city hall for the City of Nanticoke and administrative offices for the Regional Municipality of Haldimand-Norfolk. The design of the building creates a separate visual and functional identity for each municipality, but with some shared or common space (e.g. council chambers) where it supports the functions of the two administrations.

The site area for the complex is 4.5 ha (11.1 a). The total floor area for the building is 4,288 m² (46,160 sq. ft). Out of this, 1,074 m² (11,560 sq. ft) will be used by the City; 2,174 m² (23,400 sq. ft) by the Region, and 1,042 m²

- Flood Plain
- Fill Line
- Woodlots and Hedgerows
- Existing Buildings
- Vehicular Access
- Proposed Road Rights-of-Way

Site Conditions





Site Planning Context

- Sun
- Slopes
- Views

(11,200 sq. ft) will be for shared space (council chambers, meeting rooms). The building is two storeys above grade. However, the contours of the site permit a lower level for parts of the building, taking advantage of the sloped terrain and the views of the Nanticoke Creek and the civic square.





In order to keep the benefit of shared space, while at the same time ensuring the identity of the two administrations, the building has been laid out with two distinct wings linked by an entrance core area. This core area contains the shared space, including the council chamber, and houses the elevator and stairs.

Parking for approximately 150 cars is broken up into small areas which can be shared by other town centre users. This will minimize the impact of paved parking lots. The parking areas are surrounded by the building wings to hide them from open view.

The building is laid out to give both administration wings the benefit of the views down to the Creek and at the same time prevent south and southwest sunlight from penetrating directly into the offices. The corridor acts as a buffer between the offices and the parking areas.



Vehicular Access and Parking

-  Right-of-Way
-  Arterial
-  Local
-  Bridge
-  Light Control
-  Parking
-  Access

On either side of the entrance, the grade is depressed; on the left to provide access for delivery, and on the right to allow a pedestrian route directly from the parking court to the civic square. The effect of these grade adjustments will be to create a bridge character to the entry approach. A wide ramp will allow the handicapped and the elderly to avoid the entry steps and the structure and canopy of this ramp will provide visual screening for the delivery area.

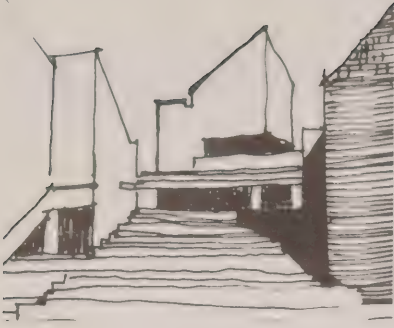
The multi-level entrance lobby will be provided with information boards to enable visitors to establish their initial direction. A colour coding system will be used to assist in identifying and locating the various departments. The central lobby is in the form of an octagon and will have floor and ceiling openings to provide visual contact between floors. It is anticipated that the feature staircase will provide the principal means of vertical circulation through the three floors, but an elevator is provided on one face of the octagon. At the entrance level, the lobby will have separate information and reception centres for the City and the Region.

Pedestrian Entrance Courtyard from Town Centre Drive



The council chamber is located on the entrance level with direct public





access. The City councillors and Regional councillors each have private access into the council chamber through separate ante rooms which will include storage space to allow the council chambers to be set up specifically for either municipal function. On the second floor, in a mezzanine relationship to the council chamber, there are three shared committee rooms with good public access. The use of these rooms will also be shared by the two municipalities.

Offices for both the City and the Region will be directly accessible from the central lobby area with the other departments being reached by the corridor system. The ends of both corridor systems open up into nodes with some department grouping around these nodes. These are also points of secondary access into the building.

The number of permanent walls in the office wings will be kept to a minimum in order to give maximum flexibility for future changes and expansion. Each wing is capable of independent expansion to look after future growth needs. Some surplus space is incorporated into both wings in the initial phase to allow for short term growth and this may be set up as a rental situation if conditions are favourable.

The centre section of the building utilizes the terraced grade to provide window areas to a lower floor. The luncheon area is located at this point overlooking the civic square; it is equipped with a small lounge area to handle lunch meetings. Central vault and storage facilities are included on this floor, although each department will have its own local storage facility in addition. The rest of the lower floor is occupied by maintenance and mechanical functions, including deliveries. Large trucks which are in excess of the ramp capability can deliver directly into the end of either wing at the main floor level.

The building is conceived in traditional building material such as brick and wood but current energy conscious standards of insulation, window area, etc., will be employed. A theme of the design will be the incorporation of the identity and tradition of both the Region and the City. For instance, a small dedication garden could be provided at the entrance as an appropriate place to display plaques or artifacts and the fascia will incorporate a frieze which can depict events, traditions or locations which are unique to the two municipalities.



6.2 Neighbourhood Centre

The neighbourhood centre is grouped around the retention pond and the bank of the Nanticoke valley, facing the civic complex. The total area of the site is 3.1 ha (7.6 a) exclusive of the pond area which is 1.89 ha (4.7 a).

The sloped topography of the site has been utilized; buildings are oriented to the natural contours and roof slopes are pitched to emphasize changes in ground elevation, provide canopies and sun shade. The existing barn silo could be painted and retained as a visual landmark for the site.

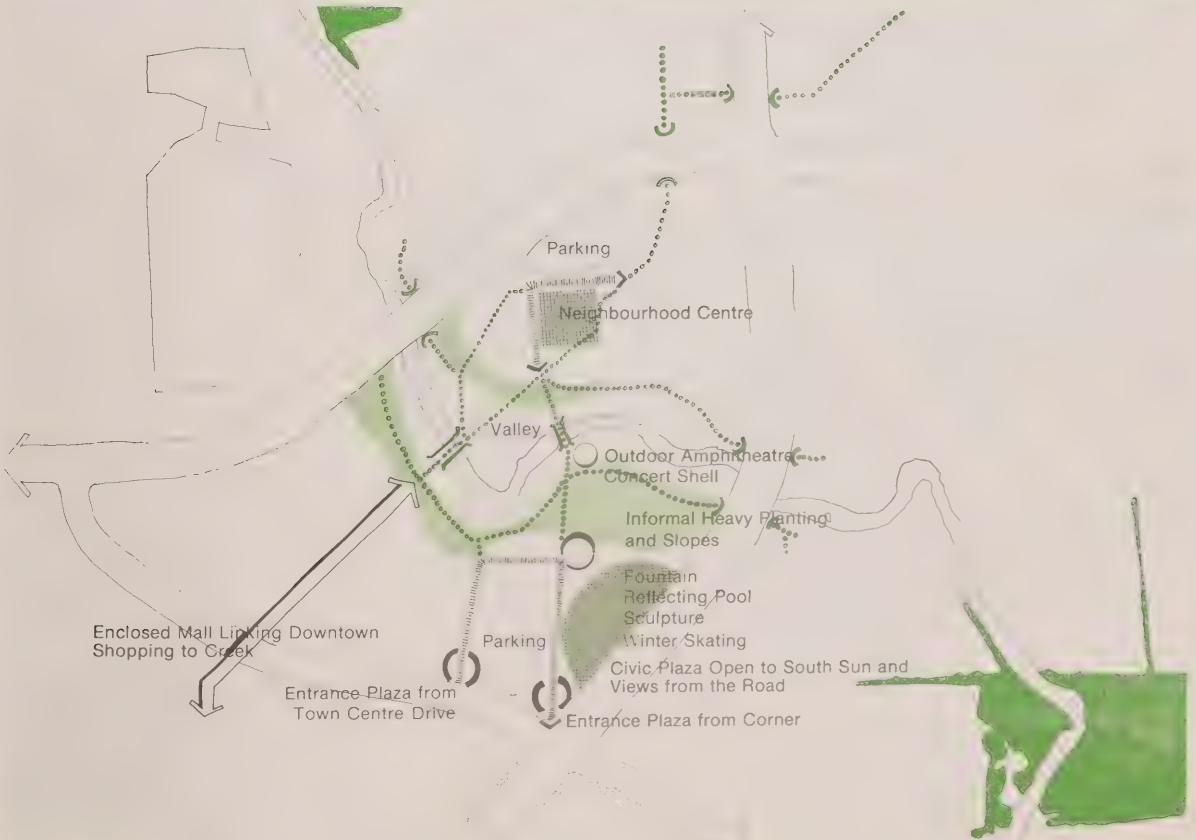
The design of the centre will be in keeping with small scale village character. The development is conceived as a number of specialty shops linked together by a walkway at ground level and bridging between outdoor balconies at the upper level. Building heights vary from one to three storeys. Total floor space is approximately 1,860 m² (20,000 sq ft).

The shops opposite the civic complex are terraced on slopes to visually and

View from Pond



- Pedestrian Routes
 - ➞ Enclosed Mall
 - ||||| Arcade or Covered
 - ⌵ Pedestrian Bridge or Underpass
- Pedestrian Routes and Open Space





Inglewood

Nanticoke Creek

Recreational Lake

Neighbourhood Centre

Civic Complex

Town Centre

Town Centre Drive



Forest Park

Park and School

Church

Nanticoke Creek Parkway

Church

Willow Glen

Townsend Parkway



Implementation

7



Implementation

7

When the community plan for Townsend was presented to the Regional Council in 1977 the Province recognized that the start-up date for the development of Townsend should be related to the completion of the first phase of the Nanticoke steel plant. Stelco has announced that the plant will start operations in 1980.

The Province is proceeding immediately with the development of Townsend through the negotiation of required agreements, the arrangement of financing for development and the construction of necessary services.

Since early 1977 the Councils of the Region and the City of Nanticoke, together with the Province, have substantially followed the implementation programme discussed at that time.

- a) Regional Council has adopted as policy that the new community of Townsend should become a major urban centre in the Region.
- b) The new community of Townsend was incorporated in the Draft Regional Official Plan, and the expected population growth of existing communities and Townsend has been allocated.
- c) The Province has commenced a phased construction programme of trunk water services for the Nanticoke industrial complex, and is preparing the engineering of these services for Townsend, Jarvis and Hagersville.



d) The Province and the Regional Municipality have jointly commenced detailed engineering designs for Townsend Parkway and a part of Nanticoke Creek Parkway.

e) The Province has assigned responsibility for the development of Townsend to the Ontario Land Corporation.

f) A Provincial/Municipal Monitoring Committee was established to discuss such matters as municipal impact studies and the design of Townline Road.

7.1 Next Steps

a) The development for the first stage will include the following process:

- official plan amendments;
- draft approval of subdivision plan;
- approval of zoning by-law amendments;
- negotiation and signing of subdivision agreements and financial arrangements.

b) The plan for the first stage development area will eventually be incorporated into the City of Nanticoke District Plan.



Appendices

Appendix A

Appendix B

Appendix C

Appendix D

Appendix E



Appendices

Appendix 1

Regional Population Forecast

Year	Total Population		Increase (from 1979)	
	Low	High	Low	High
1979	88,967	90,233		
1980	91,544	94,908	2,587	4,675
1981	93,652	98,805	4,685	8,572
1982	96,030	102,950	7,063	12,717
1983	98,275	106,483	9,308	16,250
1984	100,470	110,148	11,503	19,915

Source: Report of Department of Planning and Development,
Region of Haldimand-Norfolk; June 22, 1978.

Appendix 2

Townsend Population Forecast

Year	Population		% of Regional Population	
	Low	High	Low	High
1979	—	—	—	—
1980	—	—	—	—
1981	750	750	.8	.7
1982	1,939	2,250	2.0	2.0
1983	3,062	4,016	3.0	3.0
1984	4,209	5,848	4.0	5.0

Source: Report of Department of Planning and Development,
Region of Haldimand-Norfolk; June 22, 1978.

Appendix 3

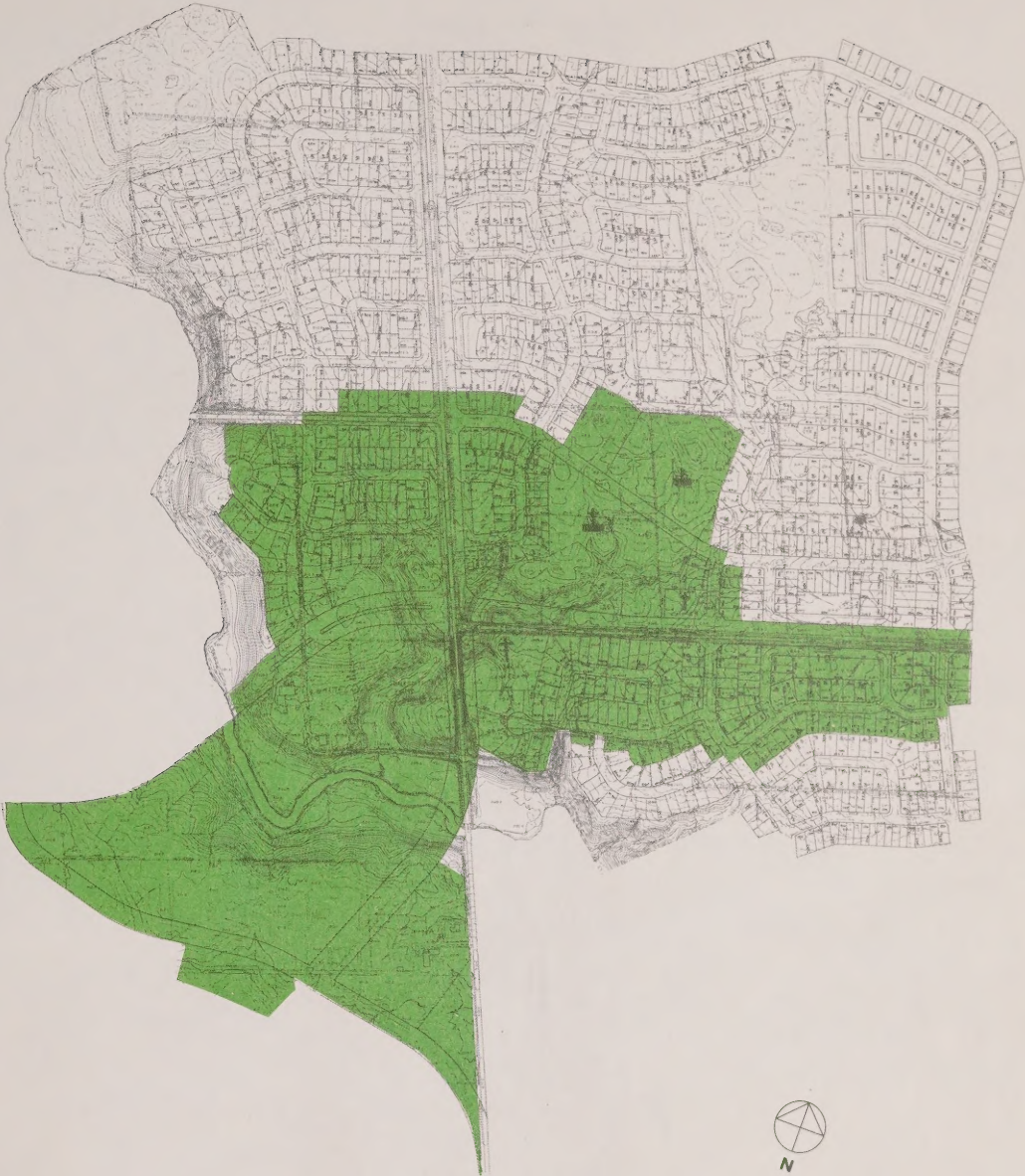
Statistical Analysis: Townsend Community - First Stage (5,000 Population)

	Phase 1	Phase 2+	Total
Residential Units			
Singles:			
18 m + (60 ft +)	11	45	56
15.5 m (50 ft)	129	308	437
12 m (40 ft)	71	274	345
Semis:			
9 m (30 ft)	78	446	524
On-Street Townhouses:			
7 m average (20-23 ft)	26	212	238
Total Units	315	1,285	1,600
Potential Population ¹	977	3,983	4,960
Land Use			
Residential	17 ha (42 a)	57.77 ha (142.7 a)	74.77 ha (184.7 a)
Park/Open Space	12.9 ha (31.8 a)	18.0 ha (44.4 a)	30.9 ha (76.3 a)
Schools	5.4 ha (13.3 a)	4.2 ha (10.3 a)	9.6 ha (23.6 a)
Church	1.2 ha (2.9 a)	—	1.2 ha (2.9 a)
Neighbourhood Commercial	3.1 ha (7.6 a)	—	3.1 ha (7.6 a)
Town Centre Uses	14.4 ha (35.5 a)	—	14.4 ha (35.5 a)
Other	14.6 ha (36 a)	20.53 ha (50.7 a)	35.13 ha (86.7 a)
Total Area ²	68.6 ha (169.5 a)	100.5 ha (248.3 a)	169.1 ha (417.8 a)

¹ Assumes 3.1 persons per unit

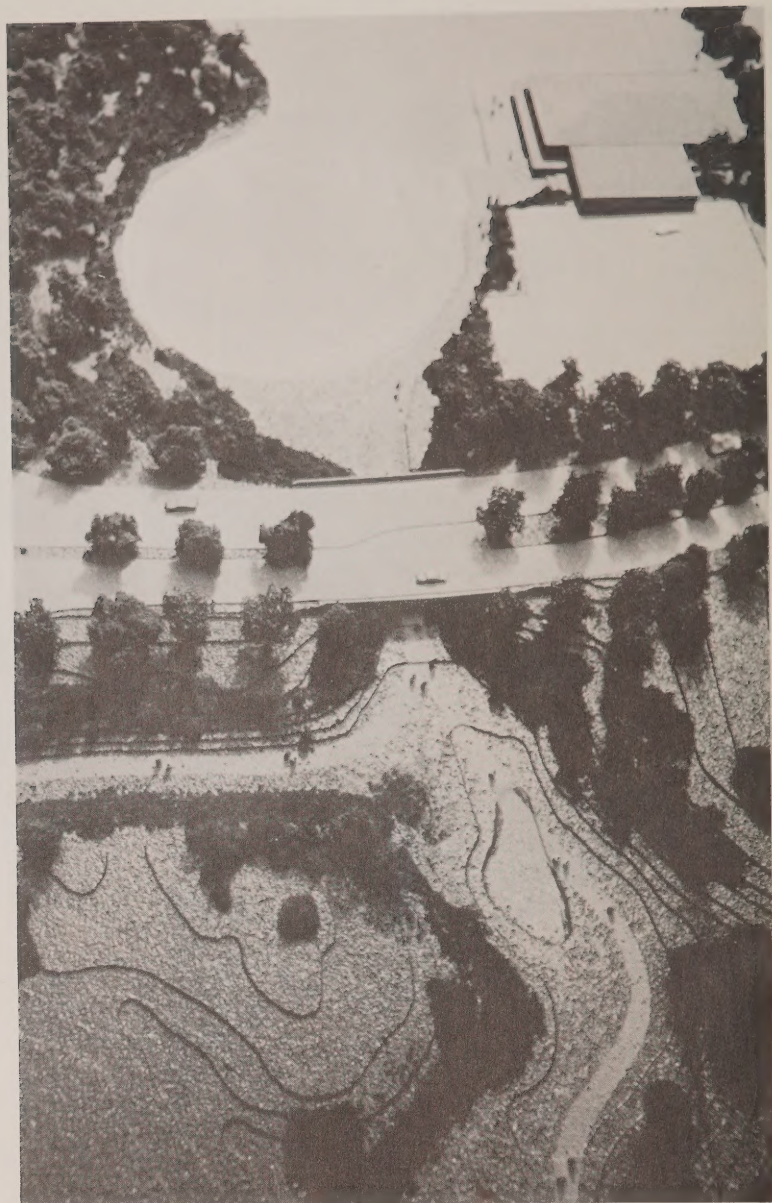
² Excludes arterial roads and widenings, but includes neighbourhood collectors and local streets.

Scale
1:10,000



First Stage Development Plan

 First Phase Development Area





Ministry of Housing